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IN THE CLAIMS

Please amend claims 1, 3, 11, 14, 19, 21-27 and 29; and

Please add claims 31 and 32 as follows:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (Currently Amended) A vehicle tire comprising:

a tread rubber profile comprising grooves running in a circumferential direction, diagonal grooves, two shoulder block rows and a pair of center block rows arranged between the two shoulder block rows;

the grooves running in a circumferential direction comprising a center circumferential groove and first and second circumferential grooves arranged on opposite sides of the center circumferential groove, whereby the first circumferential groove is arranged between one of the pair of center block rows and one of the two shoulder block rows and whereby the second circumferential groove is arranged between another of the pair of center block rows and another of the two shoulder block rows;

each of the center, the first, and the second circumferential grooves having groove edges such that a plane which is perpendicular to the axis of rotation of the tire is located between the groove edges without intersecting the groove edges;

each diagonal groove being a swept groove and/or a continuously curved groove that extends from the center circumferential groove to a respective tire edge, each diagonal groove running essentially continuously up to and beyond the respective tire edge, and each diagonal groove passing through one of the center block rows and one of the shoulder block rows, whereby the diagonal grooves define the blocks in the circumferential direction;

each of the two shoulder block rows and each of the pair of center block rows comprising blocks;

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each of the blocks comprising a plurality of fine indents running generally parallel to one another; and

the tread rubber profile having a road contact area defined by a width Y and a center profile area defined by a width X, whereby the width Y at least partially encompasses the two shoulder block rows and whereby the width X is generally defined by axial outer edges of the pair of center block rows,

wherein a ratio of the width Y to the width X is between approximately $1 - \frac{(D_R - 100)}{100} \times 1.5$ and approximately $1 - \frac{(D_R - 100)}{100} \times 5$, whereby D_R represents a diameter of a rim to which the vehicle tire can be connected.

2. (Original) The tire of claim 1, wherein the vehicle tire is a winter tire.

3. (Currently Amended) The tire of claim 1, wherein the ~~ratio~~ ratio comprises approximately $1 - \frac{(D_R - 100)}{100} \times 3.3$ $1 - \frac{(D_R - 100)}{100} \times 3.3$.

4. (Original) The tire of claim 1, wherein D_R comprises one of 14 inches, 15 inches, 16 inches and 17 inches.

5. (Original) The tire of claim 1, wherein D_R comprises a value between 12 inches and 21 inches.

6. (Original) The tire of claim 1, wherein D_R comprises a value greater than 13 inches.

7. (Original) The tire of claim 1, wherein each of the plurality of fine indents of the blocks of the pair of center block rows have one of a stepped configuration and a saw-toothed configuration.

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8. (Original) The tire of claim 1, wherein each of the plurality of fine indents of the blocks of the pair of center block rows comprise long sections running at least essentially in a crosswise direction and short sections.

9. (Original) The tire of claim 8, wherein the long sections are alternating consecutive long sections.

10. (Original) The tire of claim 1, wherein each of the plurality of fine indents of the blocks of the two shoulder block rows comprise indents arranged in a sinusoidal configuration.

11. (Currently Amended) The tire of claim 1, wherein each of the plurality of fine indents of the blocks of the two shoulder block rows comprise sinusoidal indents and have different lengths.

12. (Original) The tire of claim 11, wherein each of the sinusoidal indents comprises a row of essentially symmetrical wave structures.

13. (Original) The tire of claim 1, wherein a width of the plurality of fine indents of the blocks of the two shoulder block rows is narrower than a width of the plurality of fine indents of the blocks of the pair of center block rows.

14. (Currently Amended) The tire of claim 1, wherein ~~one of the grooves running in a circumferential direction comprises a central circumferential groove, whereby~~ the central circumferential groove forms an axis of symmetry of the tread rubber profile.

15. (Original) The tire of claim 14, wherein at least some of the blocks arranged on opposite sides of the central circumferential groove are spaced from the axis of symmetry between approximately 5 mm and approximately 50 mm.

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16. (Original) The tire of claim 14, wherein at least some of the blocks arranged on opposite sides of the central circumferential groove are spaced from the axis of symmetry by approximately 11.5 mm.

17. (Original) The tire of claim 1, wherein the plurality of fine indents of the blocks of the two shoulder block rows are oriented at an angle of between approximately 70 degrees and approximately 85 degrees relative to the circumferential direction.

18. (Original) The tire of claim 1, wherein the plurality of fine indents of the blocks of the pair of center block rows are oriented at an angle of between approximately 80 degrees and approximately 90 degrees relative to the circumferential direction.

19. (Currently Amended) The tire of claim 1, wherein the plurality of fine indents of the blocks of the two shoulder block rows are oriented at a first angle relative to ~~the circumferential direction~~ a radial plane of the tire and wherein the plurality of fine indents of the blocks of the pair of center block rows are oriented at a second angle relative to ~~the circumferential direction~~ a radial plane of the tire, and wherein the first and second angles comprise values which are between approximately 5 degrees and approximately 15 degrees.

20. (Original) The tire of claim 19, wherein the first and second angles comprise a value which is approximately 10 degrees.

21. (Currently Amended) The tire of claim 19, wherein the first and second angles comprise a value which is ~~equal to or less than~~ between approximately 5 degrees and approximately 10 degrees.

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22. (Currently Amended) The tire of claim 1, wherein each diagonal groove is both a continuously curved groove and the diagonal grooves comprise a swept-back configuration groove.

23. (Currently Amended) A vehicle tire comprising:

a tread rubber profile comprising a center circumferential groove, a left side shoulder block row, a right side shoulder block row, a left side inner block row and a right side inner block row, a left side circumferential groove and a right side circumferential groove, wherein the left side circumferential groove is arranged between the left side inner block row and the left side shoulder block row and wherein the right side circumferential groove is arranged between the right side inner block row and the right side shoulder block row;

each of the center, the left side, and the right side circumferential grooves having groove edges such that a plane which is perpendicular to the axis of rotation of the tire is located between the groove edges without intersecting the groove edges;

each of the left and right side shoulder block rows and each of the left and right side inner block rows comprising blocks and diagonal grooves; and

the blocks being defined by continuously curved diagonal grooves that extend from the center circumferential groove to a respective tire edge, each continuously curved diagonal groove running essentially continuously up to and beyond the respective tire edge, whereby left side continuously curved diagonal grooves pass through the left side inner block row and the left side shoulder block row and whereby right side continuously curved diagonal grooves pass through the right side inner block row and the right side shoulder block row; and

each of the blocks comprising a plurality of fine indents running generally parallel to one another,

wherein the tread rubber profile has a road contact area defined by a width Y and a center profile area defined by a width X, whereby the width Y at least partially encompasses the left and right shoulder block rows and whereby the width X is generally defined by axial outer edges of the left and right inner block rows.

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24. (Currently Amended) The tire of claim 23, wherein a ratio of the width Y to the width X is between approximately $1 - \frac{(D_R - 100)}{5} \times 1.5$ and approximately $1 - \frac{(D_R - 100)}{5} \times 1.5$ and approximately $1 - \frac{(D_R - 100)}{5} \times 1.5$ and approximately $1 - \frac{(D_R - 100)}{5} \times 1.5$, whereby D_R represents a diameter of a rim to which the vehicle tire can be connected.

25. (Currently Amended) A vehicle tire comprising:

a tread rubber profile comprising a center circumferential groove, a left side shoulder block row, a right side shoulder block row, a left side inner block row and a right side inner block row, a left side circumferential groove and a right side circumferential groove, wherein the left side circumferential groove is arranged between the left side inner block row and the left side shoulder block row and wherein the right side circumferential groove is arranged between the right side inner block row and the right side shoulder block row;

each of the center, the left side, and the right side circumferential grooves having groove edges such that a plane which is perpendicular to the axis of rotation of the tire is located between the groove edges without intersecting the groove edges;

each of the left and right side shoulder block rows and each of the left and right side inner block rows comprising blocks ~~and diagonal grooves~~; and

the blocks being defined by continuously curved diagonal grooves that extend from the center circumferential groove to a respective tire edge, each continuously curved diagonal groove running essentially continuously up to and beyond the respective tire edge, whereby left side continuously curved diagonal grooves pass through the left side inner block row and the left side shoulder block row and whereby right side continuously curved diagonal grooves pass through the right side inner block row and the right side shoulder block row; and

the tread rubber profile having a road contact area defined by a width Y and a center profile area defined by a width X, whereby the width Y at least partially encompasses the left and right shoulder block rows and whereby the width X is generally defined by axial outer edges of the left and right inner block rows,

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wherein the center circumferential groove is generally narrower than the left and right side circumferential grooves, and

wherein the left and right side shoulder block rows comprise a width that is greater than a width of either of the left and right inner block rows.

26. (Currently Amended) The tire of claim 25, wherein the continuously curved diagonal grooves comprise a width that is less than a width of either of the center circumferential groove and the left and right side circumferential grooves.

27. (Currently Amended) The tire of claim 25, wherein each of the blocks comprise edges delineating the continuously curved diagonal grooves which are oriented at an angle that is not perpendicular to a circumferential direction.

28. (Original) The tire of claim 25, wherein each of the blocks comprises a plurality of fine indents running generally parallel to one another.

29. (Currently Amended) The tire of claim 25, wherein a ratio of the width Y to the width X is between approximately $1 - \frac{(D_R - 100)}{100} \times 1.5$ $1 - (D_R / 100) \times 1.5$ and approximately $1 - \frac{(D_R - 100)}{100} \times 5$ $1 - (D_R / 100) \times 5$, whereby D_R represents a diameter of a rim to which the vehicle tire can be connected.

30. (Original) The tire of claim 25, wherein the vehicle tire is a winter tire.

31. (New) The tire of claim 1, wherein the center circumferential groove is generally narrower than the first and second circumferential grooves.

32. (New) The tire of claim 23, wherein the center circumferential groove is generally narrower than the left and right side circumferential grooves.